

DELIGHTFUL WEEK END MOTOR TOUR ON LONG ISLAND

Varied Scenery Makes This
Trip a Most Popular One
With Motorist.

By O. M. Wells, Chief Roadman,
the Automobile Club of America.
The accessibility of Long Island for
the motorist who has not the time
at his command for a long trip makes
this strip of land between the Sound
and the Atlantic Ocean highly favored
for week-end runs. Its great
variety of attractions keeps one suf-
ficiently interested to make such
trips most popular.

For the North Shore the best exit
from the city is made by way of
Queensboro Bridge to the Plaza,
there turning into Prospect Street
and following Jackson Avenue to
Flushing. From this point, Broad-
way leads through Bay Side, Doug-
laeton and Little Neck to Manhas-
set. Opportunity may be taken of
running up to Whitestone or along
Little Neck and Manhasset Bays.

The route continues on the Hempt-
stead Turnpike to Roslyn, at the head

of Hempstead Harbor, where, with a
left turn, it proceeds north, passes the
North Shore Country Club and skirts
the shore of beautiful Hempstead
Harbor to Sea Cliff.

The direct road now takes an
easterly course along the Town Path
in the neighborhood of Piping Rock
Club to Oyster Bay, though a pleasant
alternative may be followed through
Leucost Valley, Matinecock and Bay-
ville and along the shore as it ap-
proaches Oyster Bay, made famous
as the home of the late Col. Theodore
Roosevelt. This part of Long Island
is typical of the kind of country along
much of the northern portion of the
island, consisting largely of fine estates
beautifully laid out and sumptuously
maintained. Indeed, the North Shore
is dotted with these delightful homes
of New York prominent financiers,
as well as numberless charming
club grounds devoted to various out-
of-door sports.

Turning east again, the Village of
Cold Spring Harbor, at the head of
its wooded bay, is passed on the way to
Huntington, and the main road, as it
threads its way along tree-lined
avenues, passes Centerville and circles
the southern end of Northport Bay to
Northport. Leaving the placid waters
at this lovely haven, the route drops
south through East Northport to the
Jericho Turnpike, where, at the
Wheeler Flying Field, it turns left
and continues through Commack Vil-
lage to Smithtown, a town named for
Theodore Smith of Colonial days.

After passing through Smithtown
Branch the route continues to Stony
Brook and Setauket, where the road
begins to wind downward to the
quaint little old town of Port Jeffers-
on, whose harbor is a favorite re-
sidence for yachtsmen and lovers of
the water. A ferry is here available
throughout the season to Bridgeport,
Conn. Most attractively situated on
its land-locked harbor, Port Jeffers-
on lies sixty-six miles from New
York, and the Bureau of Touris-
m of the Automobile Club of America

suggests that a midday halt at this
point, which is a little more than
half way on the outgoing trip.

A connecting link between the
North Shore and the South Shore
road consists of a fine stretch of level
surface, fourteen miles long, travers-
ing pleasantly wooded country by
way of hamlets of Corn and Med-
ford to Patchogue. This town is one
of the largest on Long Island and is
a bright and lively place.
The South Shore Road, running
west through Bayville, skirts many
fine estates as it enters the little pine
belt and passes Brightwaters, whose
pretty cottages and bungalows, with
their dainty gardens, present a pic-
ture of considerable beauty between
Bay Shore and the cool and shady
town of Babylon. The main road on
this section of the route is ordinarily
in fine condition and continues so
through Amityville, Massapequa and
Bellmore to the village of Merrick.
From Merrick the road continues
through Freeport, Baldwin, Lynbrook,
Valley Stream and Springfield to
Peace Monument to Jamaica, return-
ing via the Queen Boulevard through
Elmhurst and Winfield to the Queens-
boro Bridge, thence back to New
York.

USED CAR BUYERS' GUIDE EXPANDS

At a meeting of the Publications
Committee of the Automobile Dealers'
Association held recently, the reports
of the distributors who are disposing of
their used cars through the associa-
tion's new publication, the Official Used
Car Buyers' Guide, were so encouraging
the committee has decided to greatly
enlarge the scope of the Guide, permit-
ting accessory and tire manufacturers
to use it and it was also decided to
extend the publication to other city
automobile dealer associations and form
an interlocking chain of co-operative
used car buyers' guides for the purpose
of stabilizing prices and general con-
ditions in the national used car market.

PIERCE-ARROW PUT TO SEVERE TEST

After battling their way to the Pacific
Coast and back at a season of the year
when mid-Western and Rocky Moun-
tain roads were declared impassable,
Francis W. Davis, John C. Talbot and
Charles L. Dodge, sped into Buffalo
recently in a stock model of the Pierce-
Arrow car. More than 11,000 miles were
traveled, the route leading them
through mud, snow, prairie gumbo, de-
sert sand and tortuous mountain
grades.

On the trip to the Pacific Coast the
car made the 4,000-mile journey in the
remarkable time of twelve days of day-
light driving. No attempt was made
to establish a speed record, the sole
intention being to subject the car to a
punishment which no car is ever called
upon to withstand.

Officials and veteran pacemakers of
the American Automobile Association
who were consulted about the trip
strongly advised against it until later in
the year.

Not a minute's delay was experienced
from any mechanical trouble. The only
attention given the engine throughout
the entire trip, according to Mr. Davis
was to clean the spark plugs when San
Francisco was reached. But one tire
change was made, this being due to a
tear in a casing which was cut by a
broken tire chain.

MOTORCYCLE CLUB OPPOSES "CUT-OUT"

The New Jersey Motorcycle Club went
on record last Tuesday as being op-
posed to the further use of a "cut-out"
on motorcycles. This abuse has heaped
more censure on riders than any other
cause, and since talk will not abate the
use of the "cut-out" the club has re-
solved to take a more emphatic stand.
In the future it will co-operate with the
police in running down offenders and
will ask that a detail of motorcycle
police be sent to all gatherings where
motorcycles assemble in this city. There
is no need for an open "cut-out" at any
time, the riders say.

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CAN ANY CAR, AT ANY PRICE Equal This Performance?

The following records made in a stock car (chassis and body) under official observa-
tion and certification by O. M. Wells, Chief Roadman of The Automobile Club of
America, clearly establish, we believe, the supremacy of the Lexington Minute Man
Six. The records in question cover the most vital points in motor car performance.

POWER ON HILLS

SNAKE HILL

(Brooklyn)

Standing start, high gear, finished
at top at 60 miles an hour. Also
all the way up this hill at less than
3 miles an hour on high gear, with
5 passengers, 4 men walking along
side car and making circles
around it.

MILLER AVENUE HILL

(Brooklyn)

In high gear, reached top at 41½
miles an hour.

DYCKMAN HILL

(New Jersey)

From standing start, high gear,
with 5 passengers, going over top
at 22 miles an hour. Same hill
negotiated, in high gear with 5
passengers all the way with speed
not exceeding 10 miles an hour.

FORT LEE HILL

(New Jersey)

With standing start, in high gear,
5 passenger load, went over top

at 42 miles an hour, nearly upset-
ting car in taking last sharp curve
at this speed.

EAGLE ROCK

(New Jersey)

Two passengers, starting on high,
went over top at 32 miles an hour.
With 5 passengers, starting on
high, went over top at 30 miles an
hour. With 7 passengers, total
weight 1280 pounds, went over top

at 24 miles an hour. With 9 pas-
sengers, 2 standing on running
board, went over top at 24 miles
an hour.

FORT GEORGE HILL

(Manhattan)

From standing start, in high gear,
5 passengers, reached top at 25
miles an hour. Another test with
5 passengers showed speed of less
than 10 miles an hour from bot-
tom to top.

SPEED ON STRAIGHTAWAY

On Motor Parkway, Long Island, same car, without changing carburetor adjustment, reached maximum of 77 miles an hour by
speedometer that, according to report from Stewart Company, manufacturers, was 1½ miles slow at 60 miles an hour, indicating
that actual speed of more than 78½ miles an hour was attained. A measured mile was covered in 56 seconds.

ACCELERATION

From one to sixty miles an hour in a distance of 800 feet, all the way in high gear.

GASOLINE ECONOMY

The same car without changing carburetor adjustment, ran 23.1 miles on one gallon of gasoline. Standard test gasoline was
used, the gas tank being filled from a roadside fuel pump.

The foregoing tests were conducted in a stock model Lexington car
equipped with an Ansted motor, manufactured by the Lexington Motor
Co., this being the motor that won first and second places in the free-for-
all Pike's Peak Hill Climb in September, 1920. Each and every record
above set forth is covered by the sworn statement of the official observer,
on file with the undersigned company, available for inspection by the
public upon request. So far as we know and believe, this is the first

presentation that any motor car concern has ever made of its combina-
tion records on the three vital points covered. As the majority of auto-
mobile owners well know, a car may be geared down for hill work or
geared up for speed, but a combination of speed and power to the extent
herein recorded is purely phenomenal. The gasoline economy record,
taken in conjunction with the foregoing feats on hills and the straight-
away, in our opinion, surpasses all records heretofore made and will, we
believe, stand for many years to come.

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